

ROYAL NAVAL DIVISION.
PUBLIC SCHOOL EXAMINATION.
THE ADMIRALTY have given
Official permission for raising a
Battalion of 1,000 men, which will be
strictly limited to Public School or
University Men and who will serve
together as a Unit.
Training is now going forward.
Applicants desiring to enrol should
apply at once to
ROYAL NAVAL DIVISION,
5, Fend 8, Old Bond Street, W.
God Save The King.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

WIRE GAUZE
MOSQUITO NETTING.
Stocks kept at reasonable
prices.
ALEX. ROSS & Co.
Phone 27.

No. 18,047.

號七十九零千八百一第

日五十月四年辰丙

HONGKONG, TUESDAY, MAY 16TH, 1916.

二拜禮

號六十月五年五國民華中

Price, \$2 PER MONTH.

THE HOME MAILS.

TO ARRIVE.
May 16th.—Europe (via Siberia), per s.s.
CANADA MAIL.
May 16th.—The French mail, per s.s.
ANDRE LEBON.
TO DEPART.
May 16th.—Philippine Islands, Japan
via Nagasaki, Honolulu,
United States, Canada, South
America via San Francisco
and United Kingdom via
Canada, at 9.30 a.m., per s.s.
NIPPON MARU.
May 16th.—Formosa via Keelung, Shang-
hai, North China, Japan via
Mojji, Victoria, B.C. U.S.A.,
South America via Seattle
and United Kingdom via
Canada, at 2 p.m., per s.s.
KAMAKURA MARU.
May 17th.—Europe via Siberia, at 10.30
a.m., per s.s. EMPRESS OF
RUSSIA.
May 17th.—Shanghai, North China, Japan
via Nagasaki, Victoria, B.C.
(Canada), United States, South
America and United Kingdom
via Vancouver, at 10.30 a.m.,
per s.s. EMPRESS OF RUSSIA.
May 18th.—Europe via Siberia, at 6
p.m., per s.s. Yngchow.
May 19th.—Straits, Burmah, Ceylon, Ade-
laid, Western Australia,
India, Aden, Egypt and
Europe, at 11 a.m., per s.s.
NANKIN.
May 22nd.—Saigon, Straits, Burmah,
Ceylon, Adelaide, Western
Australia, India, Aden,
Egypt and Europe, at 4 p.m.,
per s.s. PORTHOS.

N.B.—For further returns and for Mails to
and from the Coast Ports, Manila,
Siam, etc., see the Post Office Notice
on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 87½ lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914.

FOR SALE

COLLECTIONS OF CHINA POSTAGE
STAMPS, in packets, all different, no
duplicate.

30 Stamps for \$1. 60 Stamps for \$1.50.
50 Stamps for \$1. 100 Stamps for \$2.00.

GRACA & CO.

No. 4, WYNDHAM STREET.
Hongkong, 7th April, 1916.

A LING & CO.

19, QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS
STORE.
Photographic Goods of Every Description
in Stock.

Developing, Printing and Enlarging.
Camera Machine in Various Shades.
Telephone 1215.
Hongkong, 4th February, 1916.

18 Hongkong, 4th February, 1916.

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.
4.00 a.m. to 8.00 a.m. Every 15 minutes.
4.00 " 10.00 " " 10 " "
10.00 " 11.00 " " 15 " "
11.30 " 12.45 p.m. " 15 " "
12.45 p.m. to 1.15 " " 10 " "
1.15 " 1.45 " " 15 " "
1.45 " 2.15 " " 10 " "
2.15 " 5.00 " " 15 " "
5.00 " 5.10 " " 10 " "
NIGHT CARS.
4.00 p.m. and 8.00 p.m. to 11.00 p.m.
Every Half-Hour.
100 p.m. to 11.45 p.m.
Every Quarter-Hour.
SUNDAYS.
4.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " 11.00 " " 10 " "
11.30 " 12.00 noon " 15 " "
12.00 noon to 1.00 p.m. " 10 " "
1.00 p.m. to 5.00 " " 15 " "
5.00 " 5.10 " " 10 " "
5.10 " 5.15 " " 5 " "
NIGHT CARS on Week Days.
Leave Car at 12 Midnight.
SPECIAL CARS by arrangement at
the Company's Office, Alexandra Building,
Des Voeux Road Central.
Reason and punch tickets available for all
cars not already full running at the time
stated in the Company's time tables, but
not for special cars. Cars can be obtained on
application to the Company's Office. No
Special ticket will be issued until payment
thereof has been made in Bank Notes or
by Cash or by Compendium order represent-
ing Bank Notes.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong 15th June, 1915.

MITSUBISHI DOCKYARD AND ENGINE WORKS.

A.I., A.B.O., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.
Builders and Repairs of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Condensers, Steam Engines, Marine Engines, Hoists, Cranes,
Pumps, Steam Turbines and Turbo-Alternators, etc.
NAGASAKI
TELEGRAPHIC ADDRESS: "DOCK" NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.
Docks No. 1, Dock No. 2, Dock No. 3.
Length on Keel Blocks ... 510 feet 350 714 feet.
Width of Entrance on bottom ... 77 " 53 " 88 " "
Water on Blocks at Spring Tide ... 25 " 24 " 44 " "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OUZU MARU," 716 tons and 12 knots.
Two Floating Cranes of 60 and 20 tons each, besides 180 tons Giant Crane.
Kobe.
TELEGRAPHIC ADDRESS: "DOCK" KOBE.
FLOATING DOCKS.
Lifting Power ... No. 1, 7,000 tons. No. 2, 10,000 tons.
Length of Ship taken in ... 480 feet. 580 feet.
Breadth of Ship taken in ... 58 " 68 " "
Max. Draft of Ship taken in ... 23 " 25 " "
The Salvage Steamer "ARIMA MARU," Pumping capacity over 3,000 tons.
HIROHIMA (Near Shimoda).
TELEGRAPHIC ADDRESS: "DOCK" SHIMODA.
GRAVING DOCK.
Length on Keel Blocks ... 388 feet 3 inches.
Breadth at Entrance on bottom ... 44 " 6 " "
Depth of Water on Blocks at Spring Tide ... 25 " 7 " "
Floating Crane capable of lifting 20 tons weight.
THE NAGASAKI, KOBE AND HIROHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt attention
at work and to suit the convenience of customers.
Any Orders will be promptly attended to and Estimates sent on application.

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL.
Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS
BUNKERS AND HOUSEHOLD PURPOSES.
KAIPING COKE.

Complies with the best quality English Cokes for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.
HIGHEST FIREBRICKS GRADE.

FIRECLAY.
STOCK ALWAYS ON HAND.
OFFICE, QUEEN'S BUILDINGS, HONGKONG. TEL. ADD. MAISHAN, HONGKONG.

DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS.

SOUTH MANCHURIA RAILWAY.

TRAVELLING THE NEWEST AND MOST INTERESTING COUNTRY
OPENED TO THE TOURIST AND HOLIDAY-MAKER.

THE SHORTEST, QUICKEST AND CHEAPEST ROUTE BETWEEN THE
FAR EAST AND EUROPE IS STILL VIA THE
SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1916, until Further Notice.

Owing to the War the THIRICE-WEEKLY EXPRESS TRAIN SERVICE has been
temporarily suspended, and ONCE WEEKLY EXPRESS TRAIN SERVICE, composed
of excellent equipped Dining and First and Second Class Sleeping Carriages operated between
Dairen and Changchun in connection with the Trans-Siberian Express Trains and with
Dairen-Belton (Yungto) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU"
and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.					SOUTH BOUND.				
Connecting at North with the Trans-Atlantic Service at Southampton.					Connecting at North with the Trans-Atlantic Service at Southampton.				
(1st Class) From	Shanghai (S.M.S. Steamer)	Permanently	Shanghai	London	(1st Class) From	London	Shanghai	Permanently	Shanghai (S.M.S. Steamer)
at 10.00 a.m.	Thursday	at 11.00 a.m.	Monday	at 11.00 a.m.	Monday	Thursday	at 10.00 a.m.	Monday	Shanghai (S.M.S. Steamer)
11.00 a.m.	Friday	at 12.00 p.m.	Tuesday	at 12.00 p.m.	Tuesday	Friday	at 11.00 a.m.	Tuesday	Shanghai (S.M.S. Steamer)
11.30 a.m.	Saturday	at 1.00 p.m.	Wednesday	at 1.00 p.m.	Wednesday	Saturday	at 11.30 a.m.	Wednesday	Shanghai (S.M.S. Steamer)
12.00 p.m.	Sunday	at 2.00 p.m.	Thursday	at 2.00 p.m.	Thursday	Sunday	at 12.00 p.m.	Thursday	Shanghai (S.M.S. Steamer)
12.30 p.m.	Monday	at 3.00 p.m.	Friday	at 3.00 p.m.	Friday	Monday	at 12.30 p.m.	Friday	Shanghai (S.M.S. Steamer)
1.00 p.m.	Tuesday	at 4.00 p.m.	Saturday	at 4.00 p.m.	Saturday	Tuesday	at 1.00 p.m.	Saturday	Shanghai (S.M.S. Steamer)
1.30 p.m.	Wednesday	at 5.00 p.m.	Sunday	at 5.00 p.m.	Sunday	Wednesday	at 1.30 p.m.	Sunday	Shanghai (S.M.S. Steamer)
2.00 p.m.	Thursday	at 6.00 p.m.	Monday	at 6.00 p.m.	Monday	Thursday	at 2.00 p.m.	Monday	Shanghai (S.M.S. Steamer)
2.30 p.m.	Friday	at 7.00 p.m.	Tuesday	at 7.00 p.m.	Tuesday	Friday	at 2.30 p.m.	Tuesday	Shanghai (S.M.S. Steamer)
3.00 p.m.	Saturday	at 8.00 p.m.	Wednesday	at 8.00 p.m.	Wednesday	Saturday	at 3.00 p.m.	Wednesday	Shanghai (S.M.S. Steamer)
3.30 p.m.	Sunday	at 9.00 p.m.	Thursday	at 9.00 p.m.	Thursday	Sunday	at 3.30 p.m.	Thursday	Shanghai (S.M.S. Steamer)
4.00 p.m.	Monday	at 10.00 p.m.	Friday	at 10.00 p.m.	Friday	Monday	at 4.00 p.m.	Friday	Shanghai (S.M.S. Steamer)
4.30 p.m.	Tuesday	at 11.00 p.m.	Saturday	at 11.00 p.m.	Saturday	Tuesday	at 4.30 p.m.	Saturday	Shanghai (S.M.S. Steamer)
5.00 p.m.	Wednesday	at 12.00 a.m.	Sunday	at 12.00 a.m.	Sunday	Wednesday	at 5.00 p.m.	Sunday	Shanghai (S.M.S. Steamer)
5.30 p.m.	Thursday	at 1.00 a.m.	Monday	at 1.00 a.m.	Monday	Thursday	at 5.30 p.m.	Monday	Shanghai (S.M.S. Steamer)
6.00 p.m.	Friday	at 2.00 a.m.	Tuesday	at 2.00 a.m.	Tuesday	Friday	at 6.00 p.m.	Tuesday	Shanghai (S.M.S. Steamer)
6.30 p.m.	Saturday	at 3.00 a.m.	Wednesday	at 3.00 a.m.	Wednesday	Saturday	at 6.30 p.m.	Wednesday	Shanghai (S.M.S. Steamer)
7.00 p.m.	Sunday	at 4.00 a.m.	Thursday	at 4.00 a.m.	Thursday	Sunday	at 7.00 p.m.	Thursday	Shanghai (S.M.S. Steamer)
7.30 p.m.	Monday	at 5.00 a.m.	Friday	at 5.00 a.m.	Friday	Monday	at 7.30 p.m.	Friday	Shanghai (S.M.S. Steamer)
8.00 p.m.	Tuesday	at 6.00 a.m.	Saturday	at 6.00 a.m.	Saturday	Tuesday	at 8.00 p.m.	Saturday	Shanghai (S.M.S. Steamer)
8.30 p.m.	Wednesday	at 7.00 a.m.	Sunday	at 7.00 a.m.	Sunday	Wednesday	at 8.30 p.m.	Sunday	Shanghai (S.M.S. Steamer)
9.00 p.m.	Thursday	at 8.00 a.m.	Monday	at 8.00 a.m.	Monday	Thursday	at 9.00 p.m.	Monday	Shanghai (S.M.S. Steamer)
9.30 p.m.	Friday	at 9.00 a.m.	Tuesday	at 9.00 a.m.	Tuesday	Friday	at 9.30 p.m.	Tuesday	Shanghai (S.M.S. Steamer)
10.00 p.m.	Saturday	at 10.00 a.m.	Wednesday	at 10.00 a.m.	Wednesday	Saturday	at 10.00 p.m.	Wednesday	Shanghai (S.M.S. Steamer)
10.30 p.m.	Sunday	at 11.00 a.m.	Thursday	at 11.00 a.m.	Thursday	Sunday	at 10.30 p.m.	Thursday	Shanghai (S.M.S. Steamer)
11.00 p.m.	Monday	at 12.00 p.m.	Friday	at 12.00 p.m.	Friday	Monday	at 11.00 p.m.	Friday	Shanghai (S.M.S. Steamer)
11.30 p.m.	Tuesday	at 1.00 p.m.	Saturday	at 1.00 p.m.	Saturday	Tuesday	at 11.30 p.m.	Saturday	Shanghai (S.M.S. Steamer)
12.00 a.m.	Wednesday	at 2.00 p.m.	Sunday	at 2.00 p.m.	Sunday	Wednesday	at 12.00 a.m.	Sunday	Shanghai (S.M.S. Steamer)
12.30 a.m.	Thursday	at 3.00 p.m.	Monday	at 3.00 p.m.	Monday	Thursday	at 12.30 a.m.	Monday	Shanghai (S.M.S. Steamer)
1.00 a.m.	Friday	at 4.00 p.m.	Tuesday	at 4.00 p.m.	Tuesday	Friday	at 1.00 a.m.	Tuesday	Shanghai (S.M.S. Steamer)
1.30 a.m.	Saturday	at 5.00 p.m.	Wednesday	at 5.00 p.m.	Wednesday	Saturday	at 1.30 a.m.	Wednesday	Shanghai (S.M.S. Steamer)
2.00 a.m.	Sunday	at 6.00 p.m.	Thursday	at 6.00 p.m.	Thursday	Sunday	at 2.00 a.m.	Thursday	Shanghai (S.M.S. Steamer)
2.30 a.m.	Monday	at 7.00 p.m.	Friday	at 7.00 p.m.	Friday	Monday	at 2.30 a.m.	Friday	Shanghai (S.M.S. Steamer)
3.00 a.m.	Tuesday	at 8.00 p.m.	Saturday	at 8.00 p.m.	Saturday	Tuesday	at 3.00 a.m.	Saturday	Shanghai (S.M.S. Steamer)
3.30 a.m.	Wednesday	at 9.00 p.m.	Sunday	at 9.00 p.m.	Sunday	Wednesday	at 3.30 a.m.	Sunday	Shanghai (S.M.S. Steamer)
4.00 a.m.	Thursday	at 10.00 p.m.	Monday	at 10.00 p.m.	Monday	Thursday	at 4.00 a.m.	Monday	Shanghai (S.M.S. Steamer)
4.30 a.m.	Friday	at 11.00 p.m.	Tuesday	at 11.00 p.m.	Tuesday	Friday	at 4.30 a.m.	Tuesday	Shanghai (S.M.S. Steamer)
5.00 a.m.	Saturday	at 12.00 a.m.	Wednesday	at 12.00 a.m.	Wednesday	Saturday	at 5.00 a.m.	Wednesday	Shanghai (S.M.S. Steamer)
5.30 a.m.	Sunday	at 1.00 a.m.	Thursday	at 1.00 a.m.	Thursday	Sunday	at 5.30 a.m.	Thursday	Shanghai (S.M.S. Steamer)
6.00 a.m.	Monday	at 2.00 a.m.	Friday	at 2.00 a.m.	Friday	Monday	at 6.00 a.m.	Friday	Shanghai (S.M.S. Steamer)
6.30 a.m.	Tuesday	at 3.00 a.m.	Saturday	at 3.00 a.m.	Saturday	Tuesday	at 6.30 a.m.	Saturday	Shanghai (S.M.S. Steamer)
7.00 a.m.	Wednesday	at 4.00 a.m.	Sunday	at 4.00 a.m.	Sunday	Wednesday	at 7.00 a.m.	Sunday	Shanghai (S.M.S. Steamer)
7.30 a.m.	Thursday	at 5.00 a.m.	Monday	at 5.00 a.m.	Monday	Thursday	at 7.30 a.m.	Monday	Shanghai (S.M.S. Steamer)
8.00 a.m.	Friday	at 6.00 a.m.	Tuesday	at 6.00 a.m.	Tuesday	Friday	at 8.00 a.m.	Tuesday	Shanghai (S.M.S. Steamer)
8.30 a.m.	Saturday	at 7.00 a.m.	Wednesday	at 7.00 a.m.	Wednesday	Saturday	at 8.30 a.m.	Wednesday	Shanghai (S.M.S. Steamer)
9.00 a.m.	Sunday	at 8.00 a.m.	Thursday	at 8.00 a.m.	Thursday	Sunday	at 9.00 a.m.	Thursday	Shanghai (S.M.S. Steamer)
9.30 a.m.	Monday	at 9.00 a.m.	Friday	at 9.00 a.m.	Friday	Monday	at 9.30 a.m.	Friday	Shanghai (S.M.S. Steamer)
10.00 a.m.	Tuesday	at 10.00 a.m.	Saturday	at 10.00 a.m.	Saturday	Tuesday	at 10.00 a.m.	Saturday	Shanghai (S.M.S. Steamer)
10.30 a.m.	Wednesday	at 11.00 a.m.	Sunday	at 11.00 a.m.	Sunday	Wednesday	at 10.30 a.m.	Sunday	Shanghai (S.M.S. Steamer)
11.00 a.m.	Thursday	at 12.00 p.m.	Monday	at 12.00 p.m.	Monday	Thursday	at 11.00 a.m.	Monday	Shanghai (S.M.S. Steamer)
11.30 a.m.	Friday	at 1.00 p.m.	Tuesday	at 1.00 p.m.	Tuesday	Friday	at 11.30 a.m.	Tuesday	Shanghai (S.M.S. Steamer)
12.00 p.m.	Saturday	at 2.00 p.m.	Wednesday	at 2.00 p.m.	Wednesday	Saturday	at 12.00 p.m.	Wednesday	Shanghai (S.M.S. Steamer)
12.30 p.m.	Sunday	at 3.00 p.m.	Thursday	at 3.00 p.m.	Thursday	Sunday	at 12.30 p.m.	Thursday	Shanghai (S.M.S. Steamer)
1.00 p.m.	Monday	at 4.00 p.m.	Friday	at 4.00 p.m.	Friday	Monday	at 1.00 p.m.	Friday	Shanghai (S.M.S. Steamer)
1.30 p.m.	Tuesday	at 5.00 p.m.	Saturday	at 5.00 p.m.	Saturday	Tuesday	at 1.30 p.m.	Saturday	Shanghai (S.M.S. Steamer)
2.00 p.m.	Wednesday	at 6.00 p.m.	Sunday	at 6.00 p.m.	Sunday	Wednesday	at 2.00 p.m.	Sunday	Shanghai (S.M.S. Steamer)
2.30 p.m.	Thursday	at 7.00 p.m.	Monday	at 7.00 p.m.	Monday	Thursday	at 2.30 p.m.	Monday	Shanghai (S.M.S. Steamer)
3.00 p.m.	Friday	at 8.00 p.m.	Tuesday	at 8.00 p.m.	Tuesday	Friday	at 3.00 p.m.	Tuesday	Shanghai (S.M.S. Steamer)
3.30 p.m.	Saturday	at 9.00 p.m.	Wednesday	at 9.00 p.m.	Wednesday	Saturday	at 3.30 p.m.	Wednesday	Shanghai (S.M.S. Steamer)
4.00 p.m.	Sunday	at 10.00 p.m.	Thursday	at 10.00 p.m.	Thursday	Sunday	at 4.00 p.m.	Thursday	Shanghai (S.M.S. Steamer)
4.30 p.m.	Monday	at 11.00 p.m.	Friday	at 11.00 p.m.	Friday	Monday	at 4.30 p.m.	Friday	Shanghai (S.M.S. Steamer)
5.00 p.m.	Tuesday	at 12.00 a.m.	Saturday	at 12.00 a.m.	Saturday	Tuesday	at 5.00 p.m.	Saturday	Shanghai (S.M.S. Steamer)
5.30 p.m.	Wednesday	at 1.00 a.m.	Sunday	at 1.00 a.m.	Sunday	Wednesday	at 5.30 p.m.	Sunday	Shanghai (S.M.S. Steamer)
6.00 p.m.	Thursday	at 2.00 a.m.	Monday	at 2.00 a.m.	Monday	Thursday	at 6.00 p.m.	Monday	Shanghai (S.M.S. Steamer)
6.30 p.m.	Friday	at 3.00 a.m.	Tuesday	at 3.00 a.m.	Tuesday	Friday	at 6.30 p.m.	Tuesday	Shanghai (S.M.S. Steamer)
7.00 p.m.	Saturday	at 4.00 a.m.	Wednesday	at 4.00 a.m.	Wednesday	Saturday	at 7.00 p.m.	Wednesday	Shanghai (S.M.S. Steamer)
7.30 p.m.	Sunday	at 5.00 a.m.	Thursday	at 5.00 a.m.	Thursday	Sunday	at 7.30 p.m.	Thursday	Shanghai (S.M.S. Steamer)
8.00 p.m.	Monday	at 6.00 a.m.	Friday	at 6.00 a.m.	Friday	Monday	at 8.00 p.m.	Friday	Shanghai (S.M.S. Steamer)
8.30 p.m.	Tuesday	at 7.00 a.m.	Saturday	at 7.00 a.m.	Saturday	Tuesday	at 8.30 p.m.	Saturday	Shanghai (S.M.S. Steamer)
9.00 p.m.	Wednesday	at 8.00 a.m.	Sunday	at 8.00 a.m.	Sunday	Wednesday	at 9.00 p.m.	Sunday	Shanghai (S.M.S. Steamer)
9.30 p.m.	Thursday	at 9.00 a.m.	Monday	at 9.00 a.m.	Monday	Thursday	at 9.30 p.m.	Monday	Shanghai (S.M.S. Steamer)
10.00 p.m.	Friday	at 10.00 a.m.	Tuesday	at 10.00 a.m.	Tuesday	Friday	at 10.00 p.m.	Tuesday	Shanghai (S.M.S. Steamer)
10.30 p.m.	Saturday	at 11.00 a.m.	Wednesday	at 11.00 a.m.	Wednesday	Saturday	at 10.30 p.m.	Wednesday	Shanghai (S.M.S. Steamer)
11.00 p.m.	Sunday	at 12.00 p.m.	Thursday	at 12.00 p.m.	Thursday	Sunday	at 11.00 p.m.	Thursday	Shanghai (S.M.S. Steamer)
11.30 p.m.	Monday	at 1.00 p.m.	Friday	at 1.00 p.m.	Friday	Monday	at 11.30 p.m.	Friday	Shanghai (S.M.S. Steamer)
12.00 a.m.	Tuesday	at 2.00 p.m.	Saturday	at 2.00 p.m.	Saturday	Tuesday	at 12.00 a.m.	Saturday	Shanghai (S.M.S. Steamer)
12.30 a.m.	Wednesday	at 3.00 p.m.	Sunday	at 3.00 p.m.	Sunday	Wednesday	at 12.30 a.m.	Sunday	Shanghai (S.M.S. Steamer)
1.00 a.m.	Thursday	at 4.00 p.m.	Monday	at 4.00 p.m.	Monday	Thursday	at 1.00 a.m.	Monday	Shanghai (S.M.S. Steamer)
1.30 a.m.	Friday	at 5.00 p.m.	Tuesday	at 5.00 p.m.	Tuesday	Friday	at 1.30 a.m.	Tuesday	Shanghai (S.M.S. Steamer)
2.00 a.m.	Saturday	at 6.00 p.m.	Wednesday	at 6.00 p.m.	Wednesday	Saturday	at 2.00 a.m.	Wednesday	Shanghai (S.M.S. Steamer)
2.30 a.m.	Sunday	at 7.00 p.m.	Thursday	at 7.00 p.m.	Thursday	Sunday	at 2.30 a.m.	Thursday	Shanghai (S.M.S. Steamer)
3.00 a.m.	Monday	at 8.00 p.m.	Friday	at 8.00 p.m.	Friday	Monday	at 3.00 a.m.	Friday	Shanghai (S.M.S. Steamer)
3.30 a.m.	Tuesday	at 9.00 p.m.	Saturday	at 9.00 p.m.	Saturday	Tuesday	at 3.30 a.m.	Saturday	Shanghai (S.M.S. Steamer)
4.00 a.m.	Wednesday	at 10.00 p.m.	Sunday	at 10.00 p.m.	Sunday	Wednesday	at 4.00 a.m.	Sunday	Shanghai (S.M.S. Steamer)
4.30 a.m.	Thursday	at 11.00 p.m.	Monday	at 11.00 p.m.	Monday	Thursday	at 4.30 a.m.	Monday	Shanghai (S.M.S. Steamer)
5.00 a.m.	Friday	at 12.00 a.m.	Tuesday	at 12.00 a.m.	Tuesday	Friday	at 5.00 a.m.	Tuesday	Shanghai (S.M.S. Steamer)
5.30 a.m.	Saturday	at 1.00 a.m.	Wednesday	at 1.00 a.m.	Wednesday	Saturday	at 5.30 a.m.	Wednesday	Shanghai (S.M.S. Steamer)
6.00 a.m.	Sunday	at 2.00 a.m.	Thursday	at 2.00 a.m.	Thursday	Sunday	at 6.00 a.m.	Thursday	Shanghai (S.M.S. Steamer)
6.30 a.m.	Monday	at 3.00 a.m.	Friday	at 3.00 a.m.	Friday	Monday	at 6.30 a.m.	Friday	Shanghai (S.M.S. Steamer)
7.00 a.m.	Tuesday	at 4.00 a.m.	Saturday	at 4.00 a.m.	Saturday	Tuesday	at 7.00 a.m.	Saturday	Shanghai (S.M.S. Steamer)
7.30 a.m.	Wednesday	at 5.00 a.m.	Sunday	at 5.00 a.m.	Sunday	Wednesday	at 7.30 a.m.	Sunday	Shanghai (S.M.S. Steamer)
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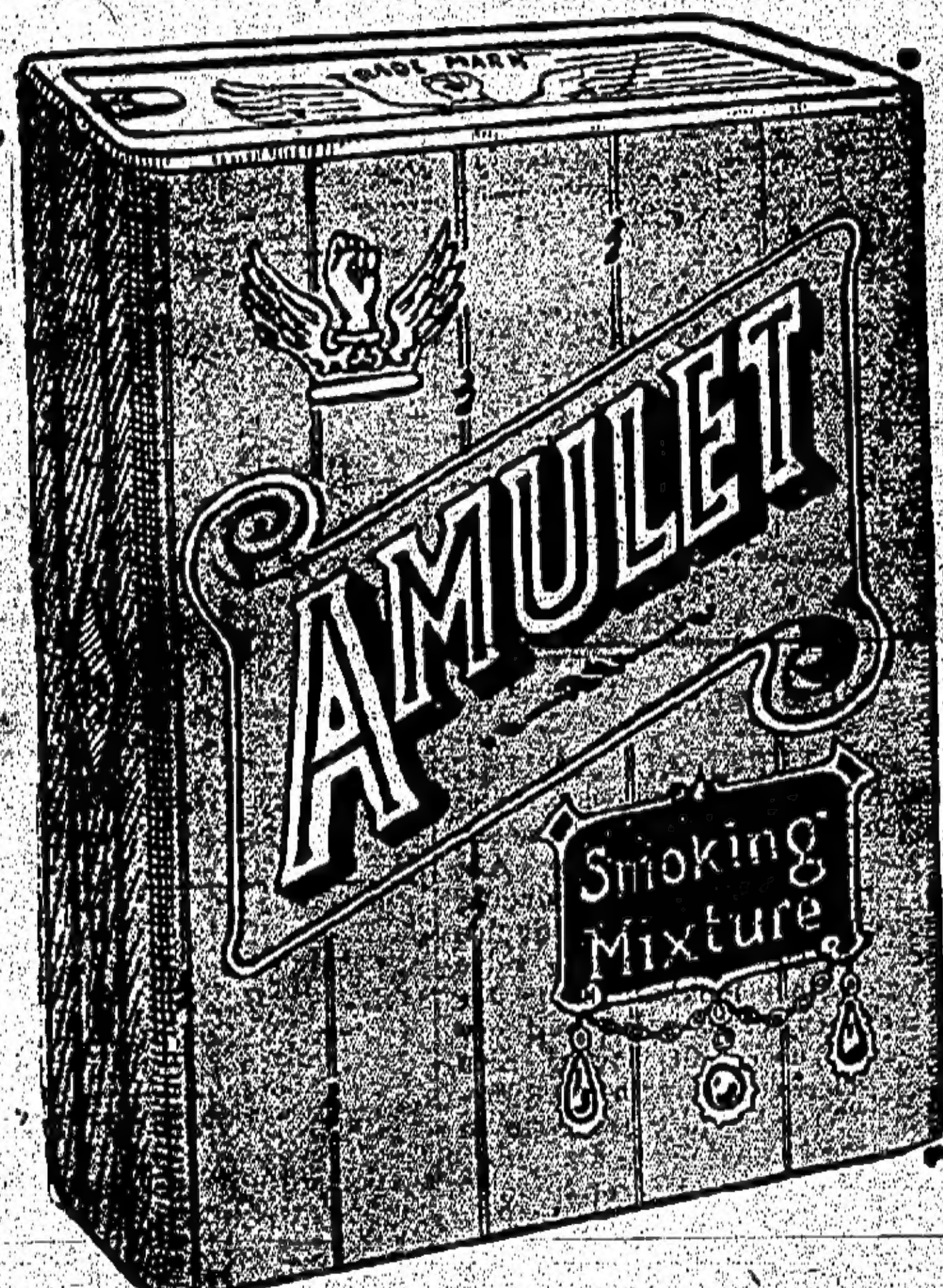
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GUN AGAINST AEROPLANE.

[BY FREDERICK A. TALBOT, AUTHOR OF "AERO-PLANE AND DIRIGIBLES OF WAR."]

If one looks through the casualty lists closely one is impressed by the steadily increasing losses among the fighting men of the air on both sides.

In the early days of the campaign the airmen had things all their own way and the battle for supremacy in this field was fought and decided among themselves. But as the war progressed, and more knowledge was gained from actual experience concerning the possibilities of defensive artillery measures, the air grew more and more unhealthy.

On the outbreak of hostilities practically nothing was known about anti-aircraft artillery. The efficiency of the weapons which had been evolved was essentially speculative, because it was one of those branches of warfare in which it had been impossible to gain any reliable data in times of peace.

The Germans had the advantage in regard to anti-aircraft weapons during the early days of the war. Their military experts had pursued their investigations along rational matter-of-fact lines, and up to a point they succeeded so well that they were superior to the Allies in this direction. The German staked his anti-aircraft measures upon a type of gun which was promptly nicknamed "Archibald" by the British soldiers. It was a quick-firer, mounted upon a special type of pedestal so as to secure an extra elevation, and was capable of throwing shrapnel to heights variously estimated as ranging from 4,000 to 6,000 ft. In the opening days of the war the "Archibald" was regarded with a certain measure of contempt for the simple reason that it appeared to be greatly overrated. But this was not the fault of the weapon itself. It was due to the fact that the gunners were unfamiliar with such firing operations.

Three types of anti-aircraft weapons were in general use, two of which came from the Krupp works and the other from the Ehrhardt factory. The first named were of two calibres—4.5 centimetres (3 in.) and 3 in. (7.5 in.), respectively. The Ehrhardt field piece was 7.5 centimetres (3 in.). Each of these weapons was designed for a specific duty, the 7.5 and 10.5 centimetres weapons being mounted upon motor-cars to pursue aircraft, while the third was a semi-portable field piece, being mounted upon a certain type of carriage which enabled the maximum elevation to be obtained with facility.

NEW GERMAN SHELL.

The fact that the German anti-aircraft gunners were immature cannot be denied, while there is no doubt that the wrong type of shell was used. Shrapnel shell was unsuited to the disablement of aeroplanes. Airmen of the Allies have told me that when flying from 5,000 ft. to 6,000 ft. they were struck with flying fragments of the projectiles, but the latter had so expended their force that they bounced off the coat without inflicting even the slightest bruise. It was for this reason that the "Archibalds" came to be regarded with disdain.

But there is a vast difference between firing at an elevated aeroplane and at an objective upon the ground. When a shell is hurled at an antagonist 5,000 ft. aloft, and almost directly overhead, the projectile during its flight is pitted against the adverse downward driving force, with the result that its speed grows constantly less. The efficiency of shrapnel depends upon the sum of two forces, the travelling speed of the projectile plus that imparted to the bullets within at the moment of bursting by the forces of the explosive.

This was the feature which the German gunners had miscalculated. Accordingly, a new type of shell of higher velocity, greater range, and considerably increased bursting power became imperative. This temporary failure proved an inestimable fortunate circumstance for the Allies, because it gave us the time to overhaul our defensive systems. In spite of the contempt cherished by the soldier for the German "Archibald," the authorities were unanimous in their decision that this was the correct type of arm for anti-aircraft duty. The Teuton idea was therefore embraced, improved in accordance with the lessons taught by the war, and modified to meet the particular conditions which the Allies considered indispensable. The result was that by the arrangements for the production of their new type of shell they found that the Allies had not only drawn level but had secured a superior position in anti-aircraft artillery.

The struggle between gun and aeroplane recalls that which has raged for so many years in naval circles in connection with "gun v. armour." So far as air fighting is concerned, the advantage has passed from the aeroplane to the gun. Not only has the weapon been improved, together with the projectile, but the fighting arrangements have also undergone pronounced modification and simplification to facilitate the expeditious picking up of the range and laying of the weapon upon the rapidly-moving enemy. As rapidity of fire is also highly important, special attention has been devoted to the mechanism of the weapon, its system of recoil, and loading arrangements. The broad principles of the French rapid-fire system, as shown by the famous "75," have been widely adopted and adapted to this particular duty, with the result that the anti-aircraft gun of the moment is about 600 per cent. more formidable than the type in service eighteen months ago.

REVOOLUTION IN FIRING.

The disposition of the weapons, combined with the system of firing, has also undergone a revolution. Instead of a haphazard arrangement they are now planned upon a mathematical and scientific basis, and the firing is quite as methodical. It is now possible to ensure that a hostile aeroplane is under fire the

whole time it is passing over a certain zone. The latter may represent a belt thirty or more miles in width. As soon as the aeroplane passes beyond the range of one group of guns it enters that of another group, irrespective of the direction of flight. Moreover, this system possesses the advantages of flexibility, since additional units can be brought into use with the minimum of delay and difficulty.

One result of this present superiority of the gun over the aeroplane is that the airmen have been forced to fly at greater altitudes than was formerly the case. Machines have been brought to the ground after having been struck at a height of 8,000 ft. At the moment even 10,000 ft. is not regarded as being a safe level. The airmen being pushed to such a height, his endeavours have been practically nullified, unless he is bent upon reaching a point at a great distance beyond the zone of the battle line. He cannot carry out scouting work at such a height, nor can he drop bombs, unless accuracy of bomb-fall is immaterial.

The efficiency of the anti-aircraft weapons and methods now in vogue is brought home to us on every side. Consider, for instance, that obvious German reluctance to raid Paris by way of the air. There is every reason to believe that if methods such as we have in operation at the front had been available in this country the Zeppelins would have met with such a reception as would have compelled them to turn tail before meeting with disaster. The disablement of the dirigible may be somewhat more difficult than the winging of an aeroplane, but the fact that a laden Zeppelin is compelled to keep to a comparatively low altitude would have been overwhelmingly in favour of powerful rapid-fire guns disposed on lines precise at the front.

(Continued on next Column.)

RAISING THE WIND.

APPEAL TO AUSTRIAN INNO-CENTS ABROAD.

The following heroic effort naturally loses much of its bombast in the translation. It brings to mind the Austrian—or more often German—"tourist," who, clad in all the paraphernalia of the mountaineer, alpenstock, leather in hat and all, braves the ascent of some convenient Vesuvius—in an electric tram.

To such a one might it appeal. But we doubt whether the Austrian or German abroad, to whom it is addressed, who rarely confines himself to German official news, will swallow such a clumsily-made bolus without choking. It is strange that the Central Powers find it worth while to fight such a humble quartet as the appeal describes. Russia, crushed, Italy awaiting the end, France sacrificed to her gaming instincts, and last of all, anxious Albania.

The appeal is an attempt to gain the support of Austria and her Allies in the Far East in the flotation of another, the fourth, Austrian war loan. It is issued at Kronen 93 per Kr. 100 nominal, and bears 5 per cent. Or, alternatively, in the 4th Hungarian war loan issued at Kr. 97 and bearing 6 per cent. Both are exempt from taxation. A world of meaning is contained in the clause on the application form: "Repayable probably after 25 years; details at the present moment being lacking. Abstract certainties and concrete probabilities are a troublesome team to drive.

Exchange is fixed for the Austrian 54 per cent. loan at Tls. 17.50 Kr. 100, and for the Hungarian 6 per cent. at Tls. 18.50 per Kr. 100. The loan is open till May 30th.

The following is a translation of the appeal:

WHAT THE PEOPLE'S TONGUE HAS WON THE WARrior's sword has not won. Our heroes have fulfilled their task. Serbia and Montenegro are no more. The Russian bear is powerless, discouraged, and crushed, and is only awaiting the coup de grace which we and our allied armies, at a given signal from their gallant commanders, will deliver.

Italy awaits the end with fear and regret. With the desperation of the gambler the French have sacrificed their generation of power to the machine-guns and cannon of the German. Troubled and anxious, rapacious Albania sees the fate of her Allies approaching her. She is making preparations to meet it, but only empty words of consolation, which, at their last gasp, are now thrown to encourage them.

Hold out! Our enemies are at the end of their resources! Even our brave ones in the field hear it. Their sword in high-swinging has already dealt the blow; their arm outstretched is ready to strike. They glance back at their brethren in the garb of peace. Will they do their duty as we are doing it? Will their courage for sacrifice to the State supply the means to support the widows and orphans of those fallen in the field, keep our wives and children, and give us the sharp sword with which to complete our work of liberation?

The success of the 4th War Loan will give the answer. It is an army of volunteers that the State calls up, as a sign, and in its ranks should be no gap as none existed in the ranks of those at the front.

Even to us, far from home, comes the call. Our call at the time of the 3rd War Loan has, in consequence of the true support of our Allies—for which we here sincerely thank them—and thanks to the understanding and sacrifice of our compatriots, had a grand success. Since then our armies have fought battles; we must keep step with them.

The proud regret of our heroes for their fallen brothers will be softened by the care for and as they realize that this burden is lifted from their shoulders so will their word fall with greater power. We shall rush to meet our returning warriors with the victor's laurel and welcome them with the Kaiser's banner bearing the words: "Virtus unius."

N.C. Daily News.

whole time it is passing over a certain zone. The latter may represent a belt thirty or more miles in width. As soon as the aeroplane passes beyond the range of one group of guns it enters that of another group, irrespective of the direction of flight. Moreover, this system possesses the advantages of flexibility, since additional units can be brought into use with the minimum of delay and difficulty.

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(Continued on next Column.)

CLIMATE AND GENIUS.

THE PROFESSORS AGREE.

If a hundred leading scientific men of Northern American States had been taken South just after birth and brought up as Southerners, would they have attained eminence in science? Prof. J. McKeen Cattell thinks not. In an article on "Families of American Men of Science" in *The Popular Science Monthly* he gives evidence to show that "a boy born in Massachusetts or Connecticut has been fifty times as likely to become a scientific man as a boy born along the south-eastern seaboard from Georgia to Louisiana—that is, if he stays where put. The chance is due partly to heredity and partly to environment, but apparently climate has a good deal to do with it. Says Professor Cattell:

"It is evident that what a man can do depends on his congenital equipment. How far what he does depends on his environment and how far on his congenital equipment, or how far his congenital equipment depends on that of his parents and his family line of descent, we do not know.

"These great differences may properly be attributed in part to natural capacity and in part to opportunity. When it is asked how far the result is due to each of these factors, the question is in a sense ambiguous. It is like asking whether the extension of a spiral spring is due to the spring or to the force applied. Some springs cannot be extended a foot by any force; no spring can be extended without force. The result depends on the relation between the constitution of the spring and the force applied. If the 174 babies born in Massachusetts and Connecticut who become leading scientific men had been exchanged with babies born in the South, it seems probable that few or none of them would have become scientific men. It may also be the case that few or none of the babies from the South transplanted to New England would have become scientific men, but it is probably true that a nearly equal number of scientific men would have been reared in New England. It is certain that there would not have been 174 leading scientific men from the extreme Southern States and practically none from Massachusetts and Connecticut.

DARWIN AND LINCOLN.

"A Darwin born in China in 1809 could not have become a Darwin, nor could a Lincoln born here on the same day have become a Lincoln had there been no Civil War. If the two infants had been exchanged, there would have been no Darwin in America and no Lincoln in England. Darwin was a member of a distinguished family line possessing high natural ability and the advantages of opportunity and wealth. Lincoln had no parental inheritance of ability or wealth, but he had innate capacity and the opportunity of circumstance. If no infants had been born with the peculiar natural constitutions of Darwin and Lincoln, men like them could not have been made by any social institutions, but none the less the work they did might have been accomplished by others, and perhaps their fame would have been allotted to others.

President A. Lawrence Lowell has remarked that we have a better chance of rearing eaglets from eagles' eggs placed under a hen than from hen's eggs placed in an eagle's nest. But it is equally true that we have a better chance of raising tame eaglets in a chicken-coop than in an aviary. The difference between a man interested in science and a scientific man is not that between a chicken and an eagle, but that between an untrained chicken and a trained cock. Some cockerels can be trained better than others, but there are innumerable cockerels that might be trained and are not.

NEGRO AND WHITE MAN.

Somewhat similar ideas are advanced by Prof. Ellsworth Huntington, of Yale, in an article entitled "Is Civilization Determined by Climate?" He notes that even taking two persons with so different hereditary abilities as the average negro and the average white man, their positions may be remarkably altered by climatic changes. He says:

"The negro goes North and is stimulated to energy and thrift; the white man goes South and degenerates. Social environment doubtless has much to do with the matter, but equal importance apparently attaches to an actual change in the amount of climatic stimulus—a change which makes the negro competent and the white man incompetent. It seems to be a strictly physiological effect of climate, as we have seen in previous articles.

There are other cases where we can compare the negro and the Englishman more exactly than in the case just mentioned. Take South Africa, for example. "Europeans have been there only for two or three generations in any large numbers. They have gone from the highly stimulating climate of western Europe to the moderately stimulating climate of South Africa. They find themselves face to face with the Zulus, and especially the Basutos, who within a few generations have come from the unstimulating regions nearer to the equator. To-day we find a critical situation. The Europeans are not holding their own. The blacks are slowly pushing them out. The Europeans are not in danger in Cape Colony, but farther north it is an open question what will become of them. The blacks not only work more cheaply than is possible for the whites, but also more industriously. The result is that to-day about 10 per cent. of the white European population is reckoned as 'poor whites'—a shabby set of people, living from hand to mouth, untrustworthy, and dangerous to the whole community.

A more striking case than that of South Africa is found in the Bahamas.

(Continued on next Column.)

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

APPOINTMENT.

The following extract from the H.K. *Government Gazette* of May 12th is published for information:—H.E. the Governor has been pleased to appoint Mr. David Templeton to the temporary rank of 2nd Lieut. in the Engineer Company of the H.K.V.C. with effect from the 11th May, 1916.

NOTICE.

2.—O.C. Companies should report two return to the Colony of members of their units who have been on leave.

ATTACHED.

3.—The undermentioned are attached to the Mounted Section H.K.V.C.:
No. 1553 Pte. R. T. Bartor.
No. 1352 Pte. R. E. Sedgwick.
No. 1440 Pte. F. A. Gace.
No. 1776 Pte. A. S. David.
No. 1771 Pte. C. C. Boyd.
No. 1856 Pte. C. P. Ross.

LEAVE.

4.—No. 1600 Pte. F. A. Redmond is granted leave of absence from the Colony from the 30th inst. to 15th September, 1916.

REVERSION.

5.—No. 1823 Lt.-Col. G. M. Lakin is permitted to revert to the ranks at his own request.

PARADES.

6.—Parade for to-day.
5.15 p.m.—Right Section M.G. Co.—Musketry exercises at Headquarters. Left Section M.G. Co.—M.G. Drill at Headquarters. Recruits of all units—Squad Drill at Headquarters under Sergt. Major Higby. Stretcher Bearer Section—Instruction at Headquarters. Centre Section M.G. Co.—Infantry Drill at Headquarters.

6.30 p.m.—Signalling Section "A," "B" and "C" Classes at Headquarters. Mounted Section, H.K.V.C., Drill on Polo Ground under Staff Sergt. Talbot.

DETAIL.

7.—On duty to-night—No. 2 Section Artillery Battalion—Scout Company. On duty to-morrow night—Scout Company. Next for duty—Scouts Company. Orderly Officer till 18th inst.—Lieut. Weall.

A. F. CHURCHILL, Capt., Adjutant H.K.V.C.

HONGKONG POLICE RESERVE.

EQUIPMENT BOARD.

Section and other Units will attend at 5.30 p.m. as follows:
Tuesday, May 16th.—No. 3 Section.
Wednesday, May 17th.—No. 4 Section.
Thursday, May 18th.—No. 8 Section.
Friday, May 19th.—No. 1 Section.
Monday, May 22nd.—Band and Orchestra.
Tuesday, May 23rd.—Maxim, Gunners.
Mounted and Motor Patrols.
Thursday, May 25th.—No. 6 Section.
Friday, May 26th.—No. 9 Section.

JOINED.

No. 2 Platoon—Gullbar.
F. C. JENKIN, D.S.P. (R.)

From the beginning the Bahamas have always suffered from "hard luck." Part of the luck is due to isolation, and part to natural disasters, but luck of energy on the part of the people appears to be a still more important factor. I have talked about it with scores of persons, both islanders of the more intelligent sort and Europeans who have lived there for a term of years. Almost without exception they say "This climate is very beautiful and healthful, and we like it, but somehow we can't work as you people do in the States. Even in Florida it is better than it is here. Don't you believe it! Try living here a year or two, and you'll be as lazy as we are."

CLIMATIC ENERGY.

Professor Huntington agrees with Prof. Cattell in regarding the Southern States of the Union as climatically unfitted for the development of a high grade of ability. He recognizes only five centres of high civilization and climatic energy—Western Europe, the north-eastern United States, Japan, North America's Pacific coast, and south-eastern Australia, including New Zealand. Climatic energy, he says, is no such matter of temperature, high or low, as it is of variety; and this variety is due especially to the passage of cyclonic disturbance in the atmosphere that is our ordinary areas of high and low pressure. In ancient times, the great centres of civilization in Mesopotamia, India, and China enjoyed, Professor Huntington thinks, similar variability, due to conditions favouring cyclonic movements, and their decline was synchronous with climatic alterations. He concludes:

"If this actually happened, the climatic conditions in the places where civilization was highest must have been high stimulators. Or rather, to put it in another way, under such circumstances the physical characteristics of great countries of the past would have been such that high civilization would have been favoured just as it is now favoured in the great centres of modern progress. We cannot say positively that anything occurred. Yet all the lines of evidence seem to point to it. It seems almost impossible that so great a thing as civilization should be limited by so small a thing as changes in the climate from day to day. Yet we all recognize that civilization is absolutely prohibited if the temperature stays permanently below freezing, for all life would be impossible. In spite of ourselves we are limited by nature on every side. Our freedom consists in finding out exactly how we are limited and then in devising ways to overcome those limitations.

TRADING WITH ENEMY REGULATIONS.

CROWN APPEALS AGAINST MAGISTRATE'S DECISION.

The Chief Justice (Sir Wm. Roes Davies, K.C.) and Mr. Justice Gompertz sat in Appellate Jurisdiction yesterday, to hear an appeal by the Crown against the First Magistrate's decision in a case brought against Messrs. Thoresen & Co., of Hongkong, under the trading with the Enemy Regulations.

Mr. G. N. Orme conducted the appeal for the Crown, and Mr. P. C. Jenkin (instructed by Mr. A. M. Preston) represented the respondents.

Mr. Orme, in the course of an exhaustive opening statement, said the appeal was under Section 98 of the Magistrates' Ordinance, and was against Mr. Hazeland's order dismissing a complaint by the Crown against Thoresen & Co., the complaint being on a summons that on or about the 19th September that Company did trade with an enemy firm, to wit, Pasedag & Co., resident and carrying on business in Amoy, contrary to Section 2 of Ordinance 25 of 1914. That Ordinance, and consequently the charge, were amplified in subsequent Proclamations. He wished to state first the special reasons which rendered it necessary for the Court, who were in this case the prosecuting party, to appeal from a judgment of one of their Magistrates. It was not necessary for him to point out that in the present case they were under a special and peculiar duty. In matters like that concerned in the present case, which concerned Hongkong not as a Colony only, nor the internal administration of Hongkong, but as a link in a large Empire, which was involved in a terrible war, it rendered it incumbent upon the Colony, having some law with reference to trading with the enemy, to fall into line with other parts of the British Empire and not fail in pressing against persons who broke that law in the same way as similar charges would be pressed in England or other parts of the Empire. It was important that our actions in such cases should be consistent with the general policy, and that our law should be consistent with the general law, otherwise they would come to serious differences in endeavouring to enforce what the King and Legislature had intended should be enforced in the matter of dealing with enemies' trade.

"When it came to the end of the war, it would be incumbent upon us to justify ourselves before the Tribunal of the Empire that we have in matters of this sort not let the rest of the Empire down, and not let any loophole by which an enemy may take advantage while the Empire is striving by every fair means to get the better of those enemies. Those were the reasons which rendered it absolutely necessary that the Crown should take the action it had."

Mr. Orme, continuing, said the subject-matter of the charge were five cases of petroleum stoves. It was alleged against respondents that these five cases of stoves were actually supplied by them to or for the benefit of an enemy firm, Pasedag & Co., of Amoy. Respondents were the agents in Hongkong for the East Asiatic Trading Company. Pasedag & Co. were the Amoy agents for the latter firm, and the stoves were sent to them from Gothenburg (Sweden), via Hongkong. The cases bore the mark "F.D. Co.," which referred to the Chinese Company, the Fukien Drug Company, the consignees. It had been proved in evidence that these stoves had been delivered to Pasedag & Co.

Mr. Jenkin—Yes, and that they had been delivered to the Chinese Drug Company.

The Chief Justice—The respondents must have had a terrible consideration for their trouble. (Laughter.)

Mr. Jenkin—Yes, we got 25 cents.

In answer to the Chief Justice, Mr. Orme said the facts were really common ground.

The Chief Justice asked Mr. Jenkin to give the Court his interpretation of the Regulations, and counsel said that respondents merely sent the stoves on to Amoy as agents for the shipping company, and they were sent to the agents of the same company at Amoy. The two agents were intermediaries between the consignors and consignees, and they merely passed on what had already been set in motion by the consignors in Gothenburg.

The Chief Justice—The Proclamations were made to prohibit trading either directly or indirectly. Before the consignees could handle the goods Pasedag & Co. would ask for and be entitled to their commission.

Mr. Jenkin said that it had been proved that the stoves were the property of the Fukien Drug Company from the time they left Sweden.

The Chief Justice—If the agents here supply an enemy in Amoy he would be entitled to make his charges. Why is not that supply within the meaning of the section?

Mr. Jenkin—Because the supply must be with the express object of benefiting. If as an accidental consequence of doing something that is not unlawful there comes benefit to an enemy firm, you are not liable. If you either supply goods to an enemy or you supply goods in such a way that you know it will benefit the enemy, and in fact do it for that purpose, then that would be within the section.

The Chief Justice—Before handing over these goods the enemy firm would have to have their charges paid.

Mr. Jenkin—Not as a consequence of what Thoresen & Co. did.

The Chief Justice—Yes, it is a direct consequence of what they did, because they forwarded the goods.

Mr. Jenkin contended that nobody could supply to Pasedag & Co. without violating the rights of the Fukien Drug Company, nor could Pasedag & Co. take the goods themselves without a similar violation.

The Puisne Judge—It was part of the shippers' contract with the consignees, and you gave Pasedag & Co. the right to these agency charges by putting these things into their hands.

In answer to the Chief Justice, Mr. Jenkin said he dropped any point in regard to whether the act came under the meaning of the word "transshipment" or the word "transmission."

The Chief Justice—We are quite satisfied that the act in question comes within the meaning of the Proclamation, and therefore we will hear you (Mr. Jenkin) after the adjournment on the question of penalty.

After the adjournment Mr. Orme contended that a question arose as to the gravity or otherwise of the evidence, and was about to refer to the magistrate's decision when

The Chief Justice remarked that the case was now out of the magistrate's hands, and they had already decided that the magistrate was not correct in law.

Mr. Orme went on to say that there were no natural rights of the subject to trade with the enemy, and trading with the enemy was a common-law offence, and if the magistrate had approached the case in that spirit and in appreciation of that fact then he might have taken a more serious view. He also suggested that their lordships might like to send the case back.

The Puisne Judge—We think it would save time and expense to deal with this case and not to send it back.

Mr. Orme then remarked that the question of rights and duties had been contemplated somewhat in the learned magistrate's notes on the case. In times of war it was the duty of everyone to see what their duties really were. He then went on to say that to trade with the enemy was against the law and was also an infringement of the common law. He also claimed that the Glasgow case concerning the Nova Scotia Iron Works and Krupp was on all fours with the present case.

After reading the case the Chief Justice remarked that they could not agree that this case was similar.

Their lordships retired in order to confer, and upon their return the Chief Justice said that they were quite prepared to accept the position taken by the respondents in that case, that what had been done was done through ignorance. At the same time, they would like to point out that at a time like the present, when exceptional legislation had been made on account of the war, it behooved everybody to take every possible care to see that the law was complied with. They had no doubt at all that the respondents had acted entirely through ignorance, but at the same time ignorance of the law was not a sufficient excuse in itself. They were of the opinion that they must impose a small penalty in order to show that the law was made with the intention of a strict adherence to it. They thought that a fine of \$25 would meet the case.

THE "PRIVET COUGH."

A HARDY ANNUAL.

That hardy annual, the privet nuisance, is once again reported to have commenced its catarrhal ravages in the Peak district and there is some talk of addressing a petition to the Government on the subject. As in previous seasons, there are those who claim that the pollen of the privet has nothing whatever to do with the ailment of which people are complaining, but those who suffer annually from irritation of the nose and throat when the privet is in bloom, naturally claim that the shrub is the direct cause of their discomfort. Many and diverse opinions have been expressed on the subject in the past in letters to the Press. It is well-known that "privet cough"—the name given to the catarrhal trouble popularly attributed to inhalation of the pollen of the flowering plant—is a well-recognized summer ailment in Australia and in several of the Treaty ports; indeed, at Shanghai every year the Municipal Council publishes a notification asking the public to cut down any privet that may be growing on their property, or to remove the flower before it opens. The general opinion in Shanghai is that the early summer catarrhal troubles are due to privet, and the ailment is consequently known as "privet cough." This same trouble in Hongkong, so its victims claim, is also due to the privet, and only a few years ago there was a great outcry against allowing the shrub to exist. One of the victims stated that for some years past he had noticed that during the privet season great numbers of people suffered from prolonged colds, either in the throat, chest or nose, and he was convinced, at any rate in his own case, that it was entirely due to privet pollen. This same victim brought the matter to the notice of the then Principal Civil Medical Officer, Dr. Bell, who replied that his experience in the Colony, extending over twenty-five years, did not support the theory that the privet was responsible for the symptoms described, which were commonly known as "hay fever," though he would not say that an occasional, but rare, case of individual idiosyncrasy might not occur. However, Dr. Bell submitted the letter of complaint to the local branch of the British Medical Association, and the general opinion of the members coincided with the views which he had expressed. They declared that irritation from privet was not at all common in Hongkong, though privet had existed here for many years, and that one isolated case did not afford sufficient evidence to condemn privet as the casual agent. The local Army doctors, who were also approached in regard to the matter, expressed similar views, accompanied by a suggestion that the flowering season of the privet in Hongkong coincided with considerable variations in temperature, which alone would suffice to account for the prevalence of "colds."

One fact of importance which was brought out as the result of correspondence on the subject was that the only privet found in Hongkong is the *Ligustrum Sinense*. In Shanghai two kinds are met with, but according to a leading medical man in the Northern port, the large, ordinary kind, *Ligustrum lucidum*, "almost certainly does not cause catarrh," while the *Ligustrum Sinense*—the only kind in existence in Hongkong—"may cause catarrh." This same gentleman, Dr. Arthur Stanley, of the Shanghai Health Department, was not convinced, however, that the general opinion in Shanghai was correct in regard to privet as the cause of symptoms resembling those of "hay fever." There is, and always has been, a sharp conflict of opinion on the subject. On the one hand, we have the statement of the victims to the effect that great numbers of people suffer from catarrhal trouble during the flowering season of the privet, and, on the other hand, we have the doctors saying that it is not within their experience that the symptoms complained of are due to the privet. The layman's reply to the doctors is that the ailment, though a source of much discomfort, is not of such a nature as would make the sufferer seek medical advice. With the recurrence of the "agitation," the subject would seem to be worthy of further investigation. People do not rush to hospitals or call in the doctor on account of irritating catarrhal trouble even when it is persistent, and if the complaint is common among residents who live in those districts where the shrub flourishes, it ought not to be difficult for them to co-operate in an effort to have the question thoroughly investigated. April is the month when the flowering season commences, and already there are many sufferers from catarrhal trouble who attribute their condition to the pollen of the privet.

GOLF.

EXCITING FINAL FOR THE RITCHIE CUP.

There was some exciting golf on the King's Park links on Sunday in the final of the tournament for the Captain Ritchie Cup. The finalists were W. F. Knapton and D. J. Mackenzie, versus A. Bryson and D. C. Wilson. The match was one of 36 holes. The latter pair, who received six strokes, won by one up. Play was always good, Bryson especially showing excellent form. In the afternoon Wilson put in some good strokes, which reduced the lead of Knapton and Mackenzie. The players were all square at the 33rd green.

GOLF CHAMPIONSHIP OF MALAYA.

The Straits and F.M.S. Golf Championship resulted as follows:—
J. Crabbe Watt, Penang 100
S. E. B. Martin, Penang 170
A. W. W. Walkinshaw, Ipoh 172
J. L. Humphreys, Singapore 173
The fight between Crab-Watt and Martin was very keen and it was anybody's game.
Singapore won the inter-team contest with 203, Penang being 270, Ipoh 271 and Perak 285.

GERMAN INTRIGUE IN JAVA.

The following paragraph appeared in a recent issue of the *Sourabaya Handelsblad*:—
ASTOUNDING NEWS FROM BUITENZORG.
"Acting under instructions from the Colonial Secretary at The Hague, the new Governor-General of the Dutch East Indies, is personally conducting an investigation into the case of two Germans, Messrs. Keil and von Eglossheim (ex-Superintendents of the Straits of Sunda Syndicate), who are under suspicion of propagating native sedition against Dutch authority, and of having held meetings with Arabs or other foreign Orientals for that purpose. The assistant Resident of Buitenzorg is in possession of a great many incriminating documents. Some 200 witnesses were heard in the initial stages of the inquiry. The Governor-General, Idenburg, who has just retired, is said to have been so indignant at the facts that have come to light, that he declined to accede to the German Consul's request for a further inquiry. Hereupon the Consul and the Turnverein (literally: Athletic club but in fact a political association) urged upon the Netherlands Colonial Secretary the necessity of a fresh investigation, in consequence of which the new Governor-General received the instructions referred to. There is a strong presumption that the riots in the Piamensa district are a more or less direct outcome of these machinations. The greatest possible secrecy is observed in connection with this serious affair."

FREIGHTAGE DIFFICULTY.

BOMBAY SHIPPERS' VIEWS.

A Press representative interviewed members of the largest shipping firms in Bombay on the problem of freightage. It was stated that India has been more particularly affected since the beginning of the operations in the Mediterranean and the Middle East. With the beginning of these campaigns the Home Government increased the requisitioning of steamers in Eastern waters for carrying supplies, for transport and other war uses.

The large Indian shipping centres were then seriously affected, and Bombay was especially hard hit. Freight rates in the port last week rose as high as 175 per cent. The week before the supply was easier, and the rates did not exceed 125 per cent. In Burma the latest rate of 175 is due, of course, to the difficulty in getting steamers there.

The statements made to the Press representative do not bear out the statement of the Chairman of the Nilgiri Planters' Association, quoted by a Bangalore correspondent, that it is regrettable that prize vessels which appear on the list and have to be kept for over a year past in Bombay harbour are not made use of, vessels which would carry at the very lowest estimate, between them 7,000 to 8,000 tons. As a matter of fact, there are no prize vessels in Bombay harbour at the present time.

The Clan Line, which largely affects the West Coast, had, perhaps, been particularly unfortunate of late in losing steamers through submarines, and this may have tended to intensify matters for the Planters' Associations of Southern India, but all lines have suffered by the requisitioning of steamers by Government.

LANE, CRAWFORD & Co.

ESTABLISHED 1850. TELEPHONE 1741.

ICE CREAM FREEZERS.

TRIPLE MOTION. DELICIOUS ICES. MADE IN 3 MINUTES. STOCKED IN 10 SIZES. 1 QUART TO 12 QUARTS.



ALUMINIUM COOKING UTENSILS.

LIGHT IN WEIGHT—BRIGHT AS SILVER—DO NOT RUST.

CAMP COOKING OUTFITS. FOR TWO, THREE OR FOUR PERSONS. CHAFING DISHES, COCKTAIL SHAKERS, TEA AND COFFEE POTS, CAST KETTLES, CAKE PANS, SAUCE PANS, FRY PANS, ETC.

"O-CEDAR" POLISH MOPS.

"O-CEDAR" DUSTERS. MAKES IT EASY TO CLEAN THOSE HARD-TO-GET-AT PLACES.

LANE, CRAWFORD & Co.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.			
Single Fare by Night Steamer	...	...	\$6.00
Return " " " " " " " "	...	...	11.00
Single Fare by Day Steamer	...	...	5.00
Return " " " " " " " "	...	...	9.00

HONGKONG TO CANTON, CANTON TO HONGKONG.

TUESDAY, 16th MAY, 1916.			
8 a.m. FATSHAN.	10 p.m. KINSHAN.	8 a.m. KINSHAN.	5 p.m. HONAN.
WEDNESDAY, 17th MAY, 1916.			
8 a.m. HONAN.	10 p.m. FATSHAN.	8 a.m. FATSHAN.	5 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Toss 1,551. S.S. HUNGHEAN. HONGKONG TO MACAO. Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Canton at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf. MACAO TO HONGKONG. Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 21st MAY, 1916. The Company's New Steamship "TAISHAN" will depart from the Company's Wing Lok Street Wharf at 9 a.m., and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

MACAO-CANTON LINE.

S.S. SUI TAI. Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. 1 p.m. from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SUI TAI, 589 tons, and S.S. NANNING, 589 tons. One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and BANUL. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mandarin (First Floor), opposite the Bank Place.

ON SALE.

HONGKONG HARBOR REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL 1915. Revised by THE HONGKONG DAILY PRESS OFFICE. Hongkong, 25th February, 1916.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS for the years 1914, 1915 and 1916. On Sale at the "HONGKONG DAILY PRESS" Office. Hongkong, 16th May, 1916.

NEW ADVERTISEMENTS

LOST, STOLEN OR STRAYED.

FROM No. 77, PEAK.—Male SIAMESE CAT, wearing collar engraved "J. D. DASH". \$20 reward offered for his return. Hongkong, 15th May, 1916. [700]

FOR SALE.

HUMPHREY 4-PASSENGER TOURING CAR, complete electric equipment, excellent condition throughout. Apply to—

No. 16, Care of "Daily Press" Office, Hongkong, 16th May, 1916. [701]

5½% RUSSIAN INTERNAL SHORT TERMED LOAN OF 1916 for Rbls. 2,000,000,000.

THE Public is hereby informed that the Subscription List to the above LOAN will be closed on 26th May, 1916, and not as heretofore advertised.

The terms are as under:—
The Price of issue is 95%.
The Loan is entirely free of Income Tax and of other taxation.
The Loan is redeemable at par on 1st February, 1920, Russian style, without option for the Russian Government to convert it at an earlier date.
Coupons are payable half-yearly on the 1st February and 1st August, Russian style. As interest on the above loan runs from 1st/14th February, the interest accrued on date of subscription must be taken into consideration and is to be added to the price of issue.
The Russo-Asiatic Bank in Hongkong is ready to accept applications for the above-named loan.

Special favourable rates will be quoted for Russian exchange.
Payment may also be made in Roubles.
Applications will be wired to Petrograd free of telegraphic charges and commission.
40% only of the cost of the Bonds may be paid on application, the balance to be paid on receipt of the Bonds.

The Bank is also ready to give every facility to subscribers in the shape of advances against the scrips.

G. FISDALL, Manager, Russo-Asiatic Bank, Hongkong, 15th May, 1916. [702]

AMERICAN AND MANCHURIAN LINE.

For NEW YORK via PANAMA CANAL. With liberty to proceed via any other route.

THE Steamship

"BLOEMFONTEIN," Captain W. H. De Waard, will be despatched for the above port on MONDAY, the 29th May, 1916.

For freight and other information apply to THE BANGS LINE LTD., General Agents, Hongkong, 16th May, 1916. [703]

NORWEGIAN AFRICA AND AUSTRALIA LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ARTEMIS" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godown, and all goods remaining undelivered after the 15th May, will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 5th May, at 10 a.m.

All Claims must reach us before the 29th May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

THOMSEN & Co., Agents, Hongkong, 15th May, 1916. [701]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"FOOKSANG" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

Goods not cleared by the 21st May, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong, 15th May, 1916. [701]

HAMBURG-AMERICA LINE.

HILL BERGDAL & CO.

CREDITORS are required to send in their claims against the above company before WEDNESDAY, the 31st May, 1916. Dated the 15th May 1916. J. HENNESSEY SMITH, ASAA, Liquidator. [693]

PUBLIC COMPANIES

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Buildings, on SATURDAY, the 20th May, 1916, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st February, 1916, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th May to the 20th May, both days inclusive.

By Order of the Board of Directors, GIBB, LIVINGSTON & Co., Agents, Hongkong, 1st May, 1916. [649]

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Buildings, at 11.30 A.M. on MONDAY, the 22nd May, 1916, to receive a Statement of Accounts to the 31st December, 1915, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th May to the 22nd May, 1916, both days inclusive.

THE CHINA-BORNEO CO., LTD., W. G. DARBY, General Manager, Hongkong, 4th May, 1916. [658]

PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Hongkong, on TUESDAY, the 23rd May, 1916, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1916.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th instant to the 23rd instant, both days inclusive.

PEAK TRAMWAYS COMPANY, LTD., JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 12th May, 1916. [694]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

Payment of Interim Dividend on Shares for the year ending 30th June, 1916.

THE Board having declared an INTERIM

Dividend of One Shilling per Share of Income Tax for the year ending 30th June, 1916, Holders of Registered Shares and Holders of Dividend Warrants received from London on account of Registered Shares will be paid their Dividend on presenting No. 7 Coupon of the Registered Shares, and Dividend Warrants on Registered Shares to any of the following Banks at Shanghai or Tientsin:—

THE HONGKONG AND SHANGHAI BANKING CORPORATION, THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, THE RUSSO-ASIATIC BANK, THE BANQUE BELGE POUR L'ETRANGER.

The payment will be made in either Dollar or Taels as the holder may wish at the buying Rate of Exchange of the day.

GENERAL MANAGER, KAILAN MINING ADMINISTRATION, Hongkong, 16th May, 1916. [699]

GREAT SUCCESS!

THEATRE ROYAL.

HONGKONG.

LAST NIGHT! LAST NIGHT!

A COMPLETE CHANGE OF PROGRAMME.

FOR A SHORT SEASON ONLY.

THE HUMPHREY BISHOP

LONDON STAR COY.

Present a

CONCERT-REVUE

INCLUDING

THE FAMOUS

WEDGWOOD CLASSICS.

Direct from the London Palladium.

Under the Distinguished Patronage of H.E. The Governor, Sir F. H. MAY, K.C.M.G.

Booking at MOUTRIE'S.

PRICES AS USUAL.

Hongkong, 16th May, 1916. [654]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

FROM this date, Mr. C. MONTAGUE EDE has been appointed General Manager of the Company and during his absence from the Colony Mr. C. H. P. HAY will perform the duties of the General Manager and Sign per Procuration.

By Order of the Board of Directors, J. H. HOLYOAK, Chairman, Hongkong, 15th May, 1916. [692]

NOTICE.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., has acquired the ECLIPSE PATENT RUBBER BAR.

Full particulars and prices for sale are from the HONGKONG LAND INVESTMENT & AGENCY CO., LTD., 2, Queen's Buildings, Hongkong, 17th March, 1916. [419]

HOUSES TO LET

TO LET.

OFFICES on 1st Floor, No. 9, Queen's Road Central (In Joe House Street). Apply to— WILKINSON & GRIST, [691]

TO LET—FURNISHED.

FOREBANK WEST, MAGAZINE GAP, PEAK, for four months from Middle of May. Apply— F. M. CRAWFORD, Care of LANE, CRAWFORD & Co., [678]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd. CHINA FIRE INSURANCE CO., LTD., [692]

TO LET.

A HOUSE in Observatory Villas with Tennis Court. Apply to— ARBATON V. APCAR & Co., 14, Des Voeux Road, [619]

TO LET.

OFFICES in SECOND FLOOR, QUEEN'S BUILDINGS, Reasonable rent. Apply to— THE UNION TRADING CO., 5, Queen's Buildings, [674]

TO LET.

OFFICES in PRINCE'S BUILDINGS. Apply to— SHEWAN, TOMES & Co., Liquidators, RAUTER, BROCKELMAN & Co., [672]

TO LET.

RAVENSHILL EAST, Pak Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, etc. Vacant 1st November. Apply— DEACON, LOCKER, DEACON & HASTON, [60]

TO LET.

OFFICES in PRINCE'S BUILDINGS. Apply to— SHEWAN, TOMES & Co., Liquidators, RAUTER, BROCKELMAN & Co., [672]

TO LET.

RAVENSHILL EAST, Pak Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, etc. Vacant 1st November. Apply— DEACON, LOCKER, DEACON & HASTON, [60]

TO LET.

A SMALL GODOWN in PRINCE'S BUILDING. For particulars, etc., apply— THE HONGKONG CENTRAL ESTATE, LTD., [665]

TO LET.

FURNISHED, A FOUR-ROOMED HOUSE, on Mount Parish, Wanhsai, for six months. Electric Light and Telephone installed. Apply— D. V. STEVENSON, Care of DEACON, LOCKER, DEACON & HASTON, [604]

TO LET.

A SMALL GODOWN in PRINCE'S BUILDING. For particulars, etc., apply— THE HONGKONG CENTRAL ESTATE, LTD., [665]

TO LET.

NO. 4, DES VOEUX ROAD CENTRAL, First Floor. THE COMMODIOUS DWELLING HOUSE, with Office, Servants' Quarters, etc. No. 14, SHAMBER, CANTON, from 1st June, at present in the occupation of the Imperial Russian Consulate. Apply to— DAVID SASSOON & Co., Ltd., [413]

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TWO ROOMED FLATS in Nathan Road Kowloon. THREE ROOMED FLATS in Humphrey's Buildings, Kowloon. FOUR ROOMED FLATS in May Road with every modern convenience, including English Bath and Kitchen Range, Hot Water and Water Charge System. A few Flats specially designed to accommodate three bedrooms at reasonable rentals. Immediate possession.

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OFFICES at 2, Connaught Road. OFFICES in King's Buildings. HOUSE in CLIFTON GARDENS, Conduit Road. No. 1, HILLSIDE, THE PEAK. GODOWNS, at Wanchai. No. 1, and 2, WEST END TERRACE, HANLOU. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., [692]

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INTIMATION

ROUGH ON CORNS

Paring a corn only brings but

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WATSON'S CORN CURE

when applied night and morning

undermines the corn, which can be

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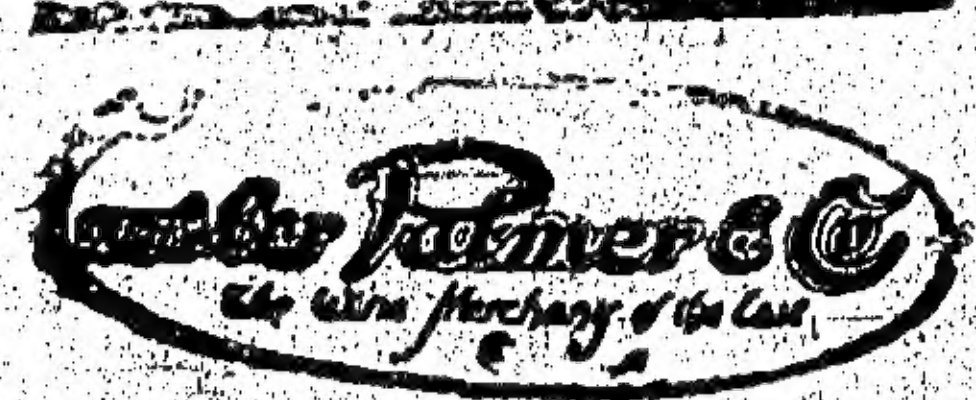
HONGKONG OFFICE: 104, DES VOEUX ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

Hongkong, 16th May, 1916.

THE FATE OF THE IRISH REBELS.

No one except, perhaps, Mr. GINNELL and a few of the "irreconcilables" in the Nationalist Party, will, we think, be disposed to protest against the severity of the sentences passed on the deluded individuals who were chiefly responsible for the abortive rising in Ireland. As stated in a recent message from Headquarters: "In view of the gravity of the rebellion, its connection with German intrigue propaganda, and the great loss of life and destruction of property, the Commander-in-Chief has found it imperative to inflict the severest sentences on known organisers of this detestable rising and the commanders in the actual fighting." The message also expresses the hope, shared by all, that the examples will be a sufficient deterrent to intriguers, and will show that murder of His Majesty's liege subjects will not be tolerated. When it is remembered that, apart from the casualties suffered by the military forces, 180 civilians were killed and 640 wounded, criticism, if there be any, will probably be directed against the leniency of the Government in commuting the death penalty in so many instances to varying terms of penal servitude. As Sir Edward Carson remarked, however, "no true Irishman would call for vengeance on the mass of the insurgents," and the Government, in dealing promptly and efficiently with an incredibly difficult situation, has carefully discriminated between the rogues and the fools. The Government's moderation in dealing with the rebels has now proved fatal. The rebels have now been reduced to a state of helplessness, and the Government, in dealing promptly and efficiently with an incredibly difficult situation, has carefully discriminated between the rogues and the fools. The Government's moderation in dealing with the rebels has now proved fatal. 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NAPIER JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO DAY AS IN
1745.
BEWARE OF
IMITATIONS.
SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

**ERUPTION ALL
OVER CHILD'S LIMBS**

Little Boy Also Broke Out. Other
Little Girl Had Face Same. Cuti-
cure Soap and Ointment Healed.



74, Cranbrook Rd., St. John's, London.
A. E. King. "My little girl then five years
old had her skin badly hurt. The skin being
rushed off. It soon formed a
scab. The legs at
last were great
and all over.
To make matters
worse my little
boy aged eleven
months broke out.
His face was the
worst. It was a
terrible sight.
Then my little girl two and one half years
old had her face the same in no time. The chil-
dren were tormented with the terrible it-
chiness. My little boy used to pick at his
face so much in his sleep that we really
thought he would pick it all away. This
trouble would form in many places and in
no time they would break and turn into
great ugly scabs. They did not know what
it was but the Cuticura Soap and Ointment
advised in the paper so I thought I
would try them. The first night they slept
better. I bathed them regularly three
times a day and dressed the places with the
Cuticura Ointment and they were cured."
(Signed) Mrs. Mary Lippard, Jan. 22, 1914.

Samples Free by Post
Although Cuticura Soap and Ointment
are sold throughout the world, a sample of
each with 25¢ value will be sent free
upon request. Address post-card: F. New-
berry & Sons, 27, Charterhouse Sq., London.

**EVERY BEETLE
EVERY BUG**
is killed
once "Keating's"
comes into thorough contact
with it.
Sold in Time only.
The unsullied way to
kill beetles, bugs and
household insects is by
Keating's.

**Use
KEATING'S
POWDER**

**GRIMAULT'S
SYRUP**

OF
HYPOPHOSPHITE OF LIME

FOR
STUBBORN COUGHS

BRONCHITIS

WEAK LUNGS

CATARRH

CONSUMPTION

**GREECE AND WAR.
PRINCE NICHOLAS ON HIS
COUNTRY'S POSITION.**

Prince Nicholas of Greece has asked
The Daily Telegraph to give publicity
to the following letter from his Royal
Highness:

ATHENS, March 24th, 1916.

DEAR LORD BURNHAM.—I have a very
pleasant recollection of your visit to
Greece in 1912, and, therefore, I am glad
of an opportunity which now offers of
asking you to publish these lines.

What urges me particularly to do so
is the fact—which certainly could not
have escaped your notice during the visit
of an opportunity which now offers of
asking you to publish these lines.

It is in England that we like to spend
our holidays, and it is there that we
count the greater number of friends.

This being so, you may easily imagine
how deeply we have regretted that any
cause of misunderstanding should have
arisen between our two countries, and
how earnestly we hope that the
atmosphere of doubt may speedily and
totally be dispelled.

The Greek nation are under the painful
impression that full justice has not
been done to them. They feel that little
account has been taken of the many and
valuable services rendered by them; they
are very sensitive to the difference of
treatment applied respectively to Bul-
garia and their own country; they
resent still more the accusations con-
stantly made against Greece of not
having kept the Greco-Serbian Treaty;
and, furthermore, of fostering hostile
intentions towards the Entente, and
more especially to the Allied armies
tried in Macedonia.

Happily, however, it appears that the
British public has begun to appreciate
matters more justly. If little is said
about services rendered, the absurdity of
secret hostile designs seems to become
self-evident. A closer study of the case
has also made it clear that neither the
spirit nor the letter of the Greco-Serbian
Treaty obliged Greece to intervene, while
from a practical point of view it was
obvious that such intervention would
have brought about a disaster for Greece,
while being of no material benefit to
Serbia. I am all the more happy to note
that justice is being done to Greece on
this particular point, as I took an active
part in the Greco-Serbian negotiations of
1912. But, notwithstanding this change
for the better, there are still many
matters on which, rightly or wrongly, the
impression in Greece is that the English
public does not sufficiently appreciate the
Greek point of view. I should like to
draw attention to a few of these
differences.

The first of them concerns the general
conception of the "policy" of Greece. It
is now freely acknowledged by the
British Press that Greece on several
occasions has offered to place herself at
the disposal of the Entente, and that
these offers were sacrificed to the chime-
rical desire to befriended other Powers.

On the other hand, every unbiased ob-
server has recognised that the Hellenic
General Staff constantly abused as Ger-
manophil—acted purely on military
grounds when, in February, 1916, they
forfeited the failure of the first Darda-
nelles Expedition, and when, a month
later, they showed that the only way to
reach Constantinople, and even to enlist
Bulgaria's active help, was by march-
ing through Thrace with a large army.

But, to the painful astonishment of the
Greek, the recognition of all these facts
does not seem to have materially altered
the unjust way in which Greece's policy
is judged.

Surprise is sometimes expressed that
the Greek Press has not forgotten the
proposal which was made to detach the
Kavalia district from Greece. Setting
aside the question of the enormous rich-
ness and the paramount strategical im-
portance of this district, which is the
key to Salonika, it is a wonder that the
Greek Press should have been so deeply
grieved that in a war undertaken on the
principle of nationalities, and aiming at
the liberation of unredeemed provinces,
they should have been expected to aban-
don a purely Greek province which had
recently been won back to the Mother
Country at such great sacrifices!

The resentment was all the greater as
this diplomatic move appeared as a new
evidence of the very great difference in
treatment meted out to Bulgaria and
Greece.

Such difference was manifold. I will
limit myself to one instance which, al-
though passed unnoticed in England, made
the deepest impression in Greece:
"Since the beginning of the Dardanelles
campaign, and even before, officers, arms,
and ammunition were constantly sent to
Constantinople and Sofia; there is also
little doubt that, as the Bulgaro-German
understanding existed already, the Ger-
man submarines must have found shelter
in Bulgarian waters. Notwithstanding this,
no coercive measures of any import-
ance were taken against Bulgaria.

In marked contrast, the Greek mer-
chantmen were subjected to such a
rigorous control that the liberty of the
sea in the Aegean became an empty
phrase. This was done on the plea of
preventing contraband with Turkey, as
though the Porte were relying on Greeks
for help. Even admitting that such
measures were the outcome of superior
necessity, it must be confessed that those
entrusted with their execution have often
shown a rough hand, and have not
always acted with all desired tact
and expedition.

I must lay stress on the fact that near-
ly all the Greek vessels which have been
stopped have been released. This, how-
ever, did not lessen the losses incurred
by a prolonged detention in Mudros or
Malka. Moreover, the same vessels were
during the same journey sometimes sub-
jected to more than one visit for in-
spection, many days lost in Gibraltar were
followed by a similar delay in Malta.
Again, many objects have been confiscated
without apparent justification; amongst
them I may mention some telephonic
apparatus ordered in America for the
use of the King's palace. Press the

standing of the passengers; was not taken
into consideration; the steamer carrying
General Moschopoulos, the officer com-
manding the Salonika Army Corps, with
all his Staff, was taken to Mudros and
detained there many hours, without, as
subsequent events have proved, any ade-
quate reason.

To sum up, the great grievance of the
Greeks is that their maritime communi-
cations were paralysed to such an extent
that the country has repeatedly been on
the verge of starvation, although no facts
justifying such measures have ever been
established. This brings me to another
accusation from which the Greeks have
suffered much.

**NO LOTTERY BONDS.
GAMBLING FOR WAR LOAN WOULD
BE A BLUNDER.**

Objection was taken in an editorial in
the Daily Chronicle to the proposed
issue of Premium Loan Bonds, or Bonus
Bonds, for the purposes of the war. In
the following interview, Sir Thomas
Whittaker, M.P., chairman and man-
aging director of the United Kingdom
Temperance and General Provident In-
stitution, thoroughly supports the views
then expressed.

Sir Thomas said:—I am fully in
agreement with the article. The issue of
any kind of premium, or lottery, bond
is, I am convinced, unnecessary, and
would be a great mistake. Cover it up
as we may by the use of other terms, a
premium bond is in fact a lottery bond.

"These bonds would appeal to an ex-
tremely small class, the class that you
find in every kind of wild cat scheme
parsons, women, and people of limited
income, who have no knowledge of busi-
ness, finance, and are tempted by the
chance of a high return for their money.
The investments of these people in war
loans, at the best, would not amount to
much, and are certainly not worth
making a very undesirable departure
from our methods to obtain."

"WE GET THE MONEY IN ANY CASE."
Many of the schemes that have been
mentioned for getting the savings of the
masses of the people into war loans are,
in my judgment, based largely on delu-
sion. The savings of the people find
their way into the Post Office Savings
Bank, the building societies and the
co-operative societies—so far as the
people of smaller means are concerned—
and into our ordinary banks so far as
concerns those who are in a better po-
sition.

"From these sources a great deal of
money has gone into war loans. If the
State gets the money directly from the
people themselves, it cannot have the
money, also, from the banks and institu-
tions in which they would have placed
it, and which would have invested it.
That is to say, money obtained by these
appeals to the masses of the people is, in
a great measure, that the State would
have got in any case."

"In my judgment, it would be a slur
upon the dignity and financial stability
of this nation to issue a premium or lot-
tery loan now. Such an issue would make
a bad impression abroad, and would
encourage the enemy; it would look as
though financially we were on our last
legs and would altogether be a mistake.
Further, gambling is one of the curses
of our country. We have laws against
lotteries and betting, and how could we,
with any consistency, enforce those laws
if the Government itself opened a lot-
tery? It would be a deplorable blunder.
We cannot get the money we need without
descending to that sort of thing."

The question of female labour on
farms was discussed at the annual meet-
ing of the Ormskirk Farmers' Associa-
tion. One well-known Lancashire farmer
stated that farmers were only too anxi-
ous that women should help in the cul-
tivation of land in the coming season.
Lady Derby was keenly interested in the
movement for the employment of women
in agriculture, and last autumn she
alighted from her motor car one day
and assisted the girl pickers to gather
potatoes from one farm in the Ormskirk
district. Mrs. Rawstorne, wife of the
Bishop of Whalley, was daily learning
to plough in order to assist in the move-
ment.

In conclusion on this point I would
quote the words of the Naval Attaché of
a great Power to a Greek high official:
"No day passes but supplies me with
further evidence convincing me that we
were wrong to suppose that the German
submarines get their supplies on the
Greek coasts."

If any other Greek than myself were
the writer of this letter, he would, no
doubt, have specially insisted on another
point: the would have stated how deeply
the Greek nation was grieved to see
several English papers expressing them-
selves with so little consideration for a
Sovereign and a Royal Family so closely
allied to the British Royal family.

To give an instance among a great
many. A Roumanian paper forged a
telegram purporting to be addressed to
the Queen of the Hellenes by the Kaiser,
and in which King Constantine was re-
ferred to as "Tino." Needless to say,
such a telegram was never received by
Queen Sophia. Its "unlikelihood" was ob-
vious. The Roumanian paper which had
published it had not, therefore, nor has
since, attracted the attention of the
foreign Press by the reliability of its
information. Moreover, a flat denial
was immediately issued both from Berlin
and Athens, and immediately communi-
cated to the foreign Press. All the above,
however, did not prevent the English
Press from reproducing this telegram,
and many papers continuously allude to
it in terms of the taste of which I will
abstain from qualifying.

King Constantine is also constantly
being represented as trying to introduce
revolution in Greece. At the death of
his lamented father, it was universally
acknowledged, both here and abroad,
that the establishment in Greece of a
true Parliamentary régime was due to
his exertions during very nearly half a
century. For all that, how often did
King George I. not hear his policy qual-
ified as unconstitutional? He had, how-
ever, the consolation of always having
the support of his people. Allow me to
reproduce here the textual words of
King Constantine to the President and
Committee of the new Parliament on
Feb. 13 last.

"I thank you warmly for what you
have said about my action within the
limits of our Constitutional Chart. I
am glad to have this opportunity of
stating once again the absolute respect
in which, both from conviction and
logic, I hold this Chart, and to the main-
tenance of which I have pledged my
word."—I am, Dear Lord Burnham,
yours very truly,

(Sd.) NICHOLAS, Prince of Greece.

**BEHIND THE LINES.
FEEDING GUNS AND TROOPS IN
FRONT.**

LEGIONS OF MOTOR LORRIES.

Mr. H. Warner Allen, writing from
France, on March, says:—
All along the roads that lead to
Verdun the smell of battle is in the air.
There is no longer the comparative tran-
quillity which used to reign behind the
lines when French and Germans, sitting
tight in their own trenches, were trying
to wear down the opposing army by a
process of exhaustion. Some 20,000
motor lorries a day are passing along
these roads. To them must be added
guns, caissons, and horse-drawn com-
munications carts of every description. Yet
everything passes swiftly along, and the
roads are scarcely ever blocked.

Motor vans loaded with men trundle
along, each five yards behind the other,
and it is amazing how few breakdowns
there are. It is noticed that one big lorry
had taken a dive down a three-foot bank
into a field, where it lay, wheels in the
air, like some wounded monster. The few
motor cars of the touring type that lose
wheels or otherwise come to grief are
promptly taken in tow by one of the
passing lorries, so that everywhere the
road is free.

All this traffic has necessarily cut up
the roads badly. There were several
inches of mud on them that would wor-
thily compare with the mud of the trenches
—mud with the density of thick soup
which splashes over everything and
everybody. At the edge of the roads
were ruts inches deep, from which our
cars could extricate itself only with diffi-
culty and much useless turning of rear
wheels that could get no hold. Every-
where gangs of men were hard at work
remotelling the exhausted roadways,
throwing piles of stones into the slime
—stones that were promptly crushed in
by the passing cars. All these men were
working feverishly, without a moment's
respite, knowing that their task was of
vital importance to the defence of the
threatened fortress.

USE OF PUMP LIQUID.
Some men who had been relieved were
coming down from the front trenches,
and we talked to them at a halt in a
small village. They were full of chery
confidence, both in themselves and in
their leaders. They had many anecdotes
to tell about the fighting. With them
was a chaplain who had been in the hot-
test of the firing. He told us of how at
one point north of Douaumont a hill
through a communication trench which
was exposed to the fire of the French
machine guns. The trench was full of
men, and until the trench was tightly
packed with men, and then their machine
guns opened with terrible effect. The
enemy melted away under the fire.

From many sources I have learned that
burning liquids have been used very
plentifully by the Germans. They are shot
out under such pressure that they will
carry to a range of thirty yards. One
colonel told me that these burning liquids
probably saved his life. He was holding
out with a small body of men in a
shelter, determined to resist to the last,
despite the tremendous pressure of the
enemy. The Germans brought up these
burning liquids. The result was that his
shelter caught fire. There was nothing
left to do, he said, but to retire.
Against the Boches I could fight, but
against fire I could do nothing, for, of
course, we had no water.

Every now and then one would fall
upon an artillery column bound for the
front. Guns of every kind and descrip-
tion—evil-looking little 75's, long gra-
ful-5-inch guns, and squat murderous-
looking 8-inch howitzers were to be counted
in tens and twenties, and there were
such stocks of ammunition as passed all
belief. By the side of a mountain of big
shells, piled evenly one above the other,
rows of ammunition wagons were stand-
ing, their horses breathing hard after
their journey from the front. Speedily,
like clockwork, the wagons were loaded
up and dashed back again to provide the
guns with fresh means of destruction.

A revictualling station on a strategical
railway offers an extraordinary sight
during a great battle. Train upon train
comes puffing in, loaded with all the
strange medley of materials—fodder,
petrol, barbed wire, provisions, guns,
ammunition—in fact, everything that the
complications of modern war demands.
At the station which I visited all the
men were in a state of great joy and
satisfaction. They had just heard that
Navarre had brought down his sixth
German aeroplane—the second within
three days. Throughout the battle of
Verdun the enemy has been handicapped
by the difficulty with which aerial recon-
naissance has been met, and Navarre's
brilliant skill and courage have accom-
plished more than a little in deterring
them from sending up their aviators.
The men working behind the lines have
good cause to be grateful to the French
aeroplane's prowess, for the German aero-
plane is their particular foe. They know
that once they have been sighted by an
enemy aeroplane they may expect a hail
of shells to be dropped very shortly after
just on the spot where they are working.

CONFIDENCE REPLACES COWARDICE.
Headquarters in this district are
stationed in an unlovely village. The
roads are deep with mud, and the air,
too, is full of it, thanks to the splashing
of the motor cars as they pass. Food
there is in abundance, but comfort there
is none. Every officer under the rank
of captain has to sleep on straw, but
no one minds. Comfort is replaced by
something far more essential—confidence.
A little ripple of satisfaction runs across
the bodies of blue-coated men grouped in
the streets when General Petain, with
his alert step and all-seeing eye, passes
across the road. Every soldier within
50 miles of Verdun believes in Petain,
watches his strategical powers, and is
prepared under his command to achieve
the impossible.

A minute or two later, perhaps, the
tall figure of General Herr moves swiftly
and silently towards his quarters. He
has studied modern warfare in all its
aspects, and he followed personally the
Balkan campaign. It was he who organ-
ised the review of "Poliss" which Mr.
Kipling has described in his *France at
War*. That review, he told me, was
perfectly appalling from many points of
view. The men were bearded and dirty,
uniforms were muddied, and tattered.
They had a miserable band, in which
practically every instrument had a bullet
hole through it. And yet, he added, "nothing
in my life has ever moved me so greatly
as to see these lines of infantry, who
had been fighting doggedly for weeks in
the trenches, sweeping over the crest
of the hill with a momentum that
nothing German could stop."

(Continued on next Column.)

**BATTLE OF VERDUN.
FRENCH STRATEGY DESCRIBED.**

Mr. H. Warner Allen, Special Cor-
respondent of the British Press with the
French Armies, writes:—

Paris, April 15th.
After over forty days and nights the
Germans in their attack on Verdun are
still battering away at the French ad-
vanced lines. Nowhere can they be said
to be as yet face to face with the real
French position. From the French point
of view, the Battle of Verdun is a defen-
sive battle, which has been carried on
in strict conformity with the official text-
books. In such a battle the advanced
lines are bound to play a most import-
ant part. They are called upon to break
the enemy's assault before he reaches the
real line of defence and to wear down his
numbers. Above all things, a commander
expects from his advanced positions that
they should give him time to organise his
positions in accordance with the informa-
tion he receives concerning the attack as
it develops, and to bring up the men and
material necessary for resistance. If
these objects are achieved the loss of
ground inseparable from a gradual re-
treat of the main position, and the in-
evitable casualty list, which is certain to
include many prisoners, are matters of
small moment. The advanced lines are
established with a view to their being
abandoned as soon as their purpose has
been served, and the troops stationed in
them are bound to be sacrificed in order
that essential objects may be gained.

AN EVENTUAL COUNTER-OFFENSIVE.
It is from this point of view that the
vicissitudes of the battle round the ad-
vanced lines of the Verdun position
should be regarded. Already the ad-
vanced lines have brilliantly achieved
their object. Their resistance has given
ample time for the organisation of the
defence, and has worn down the German
onslaught. The loss of advanced posts like
Mouleucourt or the give-and-take fighting
in the Bois de la Caillotte are simply a
part of the strategic plan of a defensive
battle laid down in the military text-
books. The regulations provide for an
eventual counter-offensive, and they lay
great stress on the importance that the
right moment should be chosen for it.
It is on the commander's judgment that
the choice of this moment must depend,
and, speaking generally, it is by no means
likely that he should make his riposte
until the enemy has reached at least the
first line of his main position, unless, of
course, the resistance of the advanced
lines has utterly broken the enemy's
strength. In France everyone is full of
confidence in the high command, and in
its capacity of finding the exact moment
when a counter-attack can be launched
with the deadliest effect against a shaken
foe.

FOORTHCOMING EVENTS.
TO-NIGHT
8.15 p.m.—Concert by Humphrey Bishop and
London Star Co. at the Theatre Royal.
TO-MORROW
3 p.m.—Wm. Powell, Ltd., Meeting of
Shareholders.

Friday, 16th May
Noon—Carlton Insurance Office, Ltd., Extra-
ordinary General Meeting.
12.10 p.m.—Carlton Insurance Office, Ltd.,
Extraordinary General Meeting.

Saturday, 17th May
Noon—Hongkong Electric Co., Ltd.,
Meeting of Shareholders.

Nothing is more embar-
rassing than extreme
thinness.

It is the plump, well-developed man
who "cuts the melons" and has the fun
socially.

Serawny, skinny people are seldom
popular. We all admire fine figures.
No dressmaker can hide a bony, skinny
form.

You ought to test the one guaranteed
reliable treatment which has "made
good" for years in England, which has
taken America by storm and which has
been awarded a gold medal and diploma
of honour at Brussels, Belgium.

Nothing in history has ever approached
the marvellous success of this new treat-
ment, which, according to reports, has
made more thin folk plump than all the
"tonics" and "laxative" medicines for
fifty years.

There's a reason. Plump, well-formed
men and women assimilate what they eat.
Thin, serawny ones do not.

This new discovery aims to supply the
one thing the thin folk lack, that is the
power to assimilate food.

It renews the vigour, re-establishes the
normal, all in nature's own way.
It is not a hack to faded nerves, but a
generous upbuilder.

A. S. WATSON & Co., Ltd.,
VICTORIA DISPENSARY,
THE PHARMACY,
QUEEN'S DISPENSARY,
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Don't worry, take SARGOL.

(75-3)

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